



Service Bulletin

PRELIMINARY INFORMATION

Subject: (EREV) DTC P0335 And Or P0336 Stored In The T6 Power Inverter Module (HPCM)

Models: 2011-2015 Chevrolet Volt
2012-2015 Opel Ampera
2014 Cadillac ELR

This PI was superseded to update Recommendation/Instructions. Please discard PIP4880E.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

Customer may comment of a MIL on, the dealer technician may find history DTC P0335 and or P0336 stored in the T6 Power Inverter Module (HPCM).

Recommendation/Instructions

If either of the DTCs P0335 or P0336 are stored in both the ECM and the HPCM or the codes are current, please follow published SI diagnostics.

If the vehicle is a model year 2013 or 2014, and the DTCs P0335 and or P0336 are stored in history in the T6 Power Inverter Module (HPCM) only, update the T6 Power Inverter Module (HPCM) with the latest software in TIS-2-Web.

For model years 2011, 2012 and 2015, if the DTCs P0335 and or P0336 are stored in history in the T6 Power Inverter Module (HPCM) only, check ground locations G106 (engine block) and G113 (drive unit case) for being clean and tight.

On rare occasions, the bolt hole for G113 may not be drilled to the proper depth.

This will cause the ground bolt to bottom out in the hole, resulting in low clamp load on the ground eyelet.

If the ground bolt is tight, but the G113 eyelet is still loose, remove the ground bolt and source a shorter bolt of the correct thread.

Install to proper torque and retest for any concerns.

If both grounds are clean and tight, with sufficient clamp load on the ground eyelets, attempt to reproduce the DTCs.

If the DTCs do not reset, please clear the DTCs and do not attempt any repairs at this time.

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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